

# THE RIO NEWS.

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VOL. VI.

RIO DE JANEIRO, NOVEMBER 15TH, 1879

NUMBER 29

## OFFICIAL DIRECTORY

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## THE SANITARY QUESTION.

During the session of the Senate on the 10th instant Senator Leitão da Cunha arose to a question of privilege and addressed the house as follows:

I have read in the news items of the *Jornal do Comércio* that the English steamers of the Royal Mail company and the French steamers of the Messageries Maritimes company are going to leave off touching at this port for awhile on their outward voyages, and that they will stop here only on their return trips. This is nothing new. It has often happened before, and never so unjustly as at present. It is given out that this measure is taken on account of the sanitary condition of the Brazilian coast. Now the sanitary condition of Pernambuco, Bahia and Rio de Janeiro, where these steamers touch, is excellent; and as for the capital of the empire, there has not been a single case of yellow fever here for a year. Why then this apprehension?

I do not comprehend how our diplomats in Europe and in the republics of the River Plate can fold their arms, and allow these sanitary measures to pass unnoticed—measures which are so prejudicial to us, and which are not founded upon the truth. There is not a patriotic heart that does not revolt against such deeds.

The board of health of Buenos Ayres has established a quarantine of three days against all ships coming from any of the ports of this empire. In my opinion the government should forget for a few moments the mother idea—electoral reform—in order to see to it that our country does not remain at the mercy and caprice of the boards of health of the River Plate republics, and of the Steamer companies which are injuring our commerce greatly, and our credit still more. From the obituary notices published regularly in our papers it is seen that the average number of deaths daily is twenty, while the population of the city is about four hundred thousand; that is to say, the death rate is about five per cent. From this we see that the sanitary conditions of this capital could not be better. Yet it is then they fly from it as if it were a plague-smiten place?

I observe also that these packets enjoy certain favors of the government, and they cannot act in this manner without risking the loss of those favors.

"I request that it be asked of the government if the diplomatic agents of Brazil in the European courts have protested against the fact that the steamer packet companies have left off touching at the Brazilian ports under pretext of the bad sanitary condition of our ports."

It may be that the senator from Para made these astounding assertions and placed this remarkable interpolation purely for political effect. If so, we shall regret having given it the benefit of our space and attention any further than designating it as "buncombe." But if, as is more likely, the senator believes just what he says and seeks to make others believe it too, we shall not have transgressed our duty by calling his attention to a few plain facts.

It is an easy matter for a senator or deputy—we will not use the general term, legislator—to talk about the duties and privileges of companies, and about matters of public health and sanitary administration; but, as is too often the case, the actual facts and motives are wholly overlooked. As Sr. Leitão da Cunha should know, the management of a steamship line is not at all a matter of sentiment, it is purely a matter of business. The infusion of sentiment into business administration is usually effected through legislation, and the public treasury pays for the spectacle. As long as its call at this, or any other Brazilian ports, was beneficial to their interests, it is unlikely that the Royal Mail or Messageries Maritimes company would withdraw a single steamer; it is certain that they would not do so for any sentimental reason for which they would have to pay in diminished receipts. We may be reasonably sure that no company would take this step without due consideration and well-founded reason. In a case like this we are inclined to accept the action of a steamship company as a better and safer guide, than the assertion of any public official whose opinion is more often shaped by political considerations than by actual knowledge. No better illustration of the correctness of this position can be given than the very speech above quoted.

In this astounding speech we are told that "there has not been a single case of yellow fever here for a year." Does not Senator Leitão da Cunha know that the obituary notices in the newspapers, to which he referred in another place, record one or more

deaths from yellow fever almost every day? And does he not know that during the first six months of the present year, the board of health of this city reports eight hundred and sixty-seven deaths from the same disease?

Again we are told that "the sanitary conditions of the capital could not be better." We were told the same thing in the speech from the throne. But, considering the question in all its bearings and stripping it from all sentimental and political considerations, we find the very reverse to be the case. We are glad to note that the present death rate is very low, and that up to the present moment the healthfulness of the port has been everything that could be desired. But is that all? Are we to shut our eyes to the possibilities, the certainties of tomorrow? It is the inevitable consequences of the present sanitary conditions of this city which the steamship companies are guarding against, and which we would urge upon the attention of the government. It is no hidden fact that this city has not had, for many weeks, half enough water for its most ordinary uses; everyone knows it. It is no imaginary state of things that the drains of this city are becoming more dangerously foul; everyone can smell them. It is no unknown fact that scarcity of water and foul drains, together with the effects of heat and privation, are favorable conditions for the appearance of the dreaded fever; everyone knows it. And yet we are told that the sanitary conditions of the capital could not be better!"

It may be unknown to the dignified senators who are gravely discussing electoral reform and the senatorial election in Espírito Santo, that the sanitary condition of this city was never more dangerous than at present; but such is the plain fact. It may be unknown to them also that the government—not that of to-day in particular, but those of past years—is largely, if not wholly to blame for it all. The regular recurrence of drouth in this city is no new thing; neither is the failure of the water supply a thing of yesterday. Instead of anticipating the increasing wants of the city, the government has played with the question, and finally muddled it over into one grand job. How many men to-day are living upon the sufferings of past? Previous to the opening of the Caju supply on the 8th or 9th instant, many vessels were kept in port from three to seven days for water. Who is it that has been injuring commerce? It is to be presumed that the plums and roses of the new water works were laid out long ago by the government engineer, and that he knew of the existence of mains belonging to the present system only three kilometers from that route. Who is to blame that this fact was not anticipated weeks ago by the laying of connecting pipes so that the city might have had an abundant supply of water to-day and the present dangerous sanitary conditions might have been avoided?

Clearly Senator Leitão da Cunha is on the wrong track. Let the foreign representatives of the empire rest in peace, for they have nothing to do with the causes and cure of the evil; neither is it clear just what interest the governments of foreign countries can have in the action of these two steamship companies. And let the steamship companies conduct their own business in their own way, for their unrestricted action is one of the indices of the commercial prosperity and condition of a port. The causes of their action and of the evils of which we complain are much nearer home.

## THE AMERICAN EXHIBITION.

To the Editor of The Rio News:

In your issue of Nov. 5th I notice the following:—"Mr. John C. Kip Hopper has arrived, Mr. Julius H. Pratt has been here a month, Herr F. Glette and Sir, Eduardo Arthur have long been in the field. All of them have an abiding and unshaken faith in the grand results likely to grow out of an exhibition of American products." I desire to make a correction as to one of the above named gentlemen—myself. I

have neither felt, nor expressed any such faith as you ascribe to me, but after due observation have concluded that the exhibition business is likely to be overdone. The museum of ancient curiosities, called the "Portuguese Exposition," has for three months taxed the energies of this people to the utmost. Scarcely have they recovered from the exhaustive effort of supporting that institution, when the alarm is again sounded that an industrial irrigation is about to occur in Italy, which will inundate this city with olive oil and macaroni. Simultaneously, there comes booming from near the North Pole the announcement that we must prepare to receive the Canadians who desire to exhibit to the Brazilians their cod-fish, furs and snow-shoes. I am officially informed that the building soon to be vacated by the Portuguese, has been placed at the disposal of the Canadians by the government. At the same time an enterprising Hungarian is at work in the United States, persuading those innocent and unsuspecting people that the climax of commercial eminence will have been reached, when they are fairly installed with their samples in his Grand Bazaar in Rio, at 1,000 each. His bazaar is to become a permanent institution and the occupants are to pay dues to him instead of the government. I understand that the importers of the immax of commercial eminence will have been reached, when they are fairly installed with their samples in his Grand Bazaar in Rio, at 1,000 each. His bazaar is to become a permanent institution and the occupants are to pay dues to him instead of the government. I understand that the importers of the immax of commercial eminence will have been reached, when they are fairly installed with their samples in his Grand Bazaar in Rio, at 1,000 each. His bazaar is to become a permanent institution and the occupants are to pay dues to him instead of the government.

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But overshadowing all these projects is the one announced in the *Jornal do Comércio* of Nov. 9th, where two clapped hands are supposed to hold in their invisible palms the magic key to the millions of treasure behind. One of these hands is recognized as that of the great American Mulberry Sellers, and the other, somewhat darker in shade, is that of the amiable and easily persuaded Brazilian. We learn by this announcement that the illustrious men of this empire have at last taken the matter in hand, and so soon as the *Expoição Americana* will burst upon the astonished vision of the natives of this highly civilized country with an effigience never yet attained in either ancient or modern times. An exhibition of products of the United States, conducted by Brazilians, is after all the very thing we have been waiting for. It saves us much trouble and expense, and we shall be spared the mortification which the rude manners and the defiance of etiquette, inseparable from the self-made Yankees, often occasion, when they attempt anything in a foreign country.

But what, let me ask, have the Brazilian people done, that they should thus become the object of attack and persecution by their sister nations? Have all these conspirators against the peace of this godly city no bowls of compassion that they thus insist on thrusting their wares in the face of an unwilling and exhausted people who now desire commercial repose?

The organized manufacturers of the United States, whom I represent (and the only organization which embraces the manufacturers themselves), are too modest to intrude upon an arena already fully occupied by such competitors, and will probably be content to pursue their business here in the old-fashioned methods, sending such goods as are actually ordered by responsible merchants located here.

If at some future time, the Brazilian government shall see fit to invite the nations

of their several products, which shall attract the attention and support of the people of this empire, I doubt not that the United States will be creditably represented; but, having good opportunities of information, I apprehend that any such *ex parte* exhibition, as is proposed, will fail to command the support of the leading manufacturers of the United States.

JULIUS H. PRATT.

Grand Hotel, Nov. 10th, 1879.

## THE SANTAREM COLONY.

The following letter to the *New York Herald*, which we take from its issue of September 22, refers to the results of an enterprise which has often excited inquiry.

Soon after the close of the war a number of South African planters emigrated to Brazil, who later became merged in the colony in the way which followed by the abolition of slavery in the Southern States. The emigrants were largely rough from Southern cities, who were induced to go by the government of the Brazilian government's desire for laborers. The result was a giddy sprawl of those who had reason to fear the restoration of law and order. After the exiled by the Brazilian government had ceased far the greater part returned to the United States, many of them to the West by the route of the Isthmus and the Pacific. A few who had taken up property and their families with them took up land and began farming. Few found it for their interest to buy slaves, as Indian labor is quite as cheap, and the laws of Brazil place no restrictions upon slave owners in regard to the treatment of them. The last class of colonists that I propose to speak of are those who had reason to fear the restoration of law and order. After the exiled by the Brazilian government had ceased far the greater part returned to the United States, many of them to the West by the route of the Isthmus and the Pacific. A few who had taken up property and their families with them took up land and began farming. Few found it for their interest to buy slaves, as Indian labor is quite as cheap, and the laws of Brazil place no restrictions upon slave owners in regard to the treatment of them. The last class of colonists that I propose to speak of are those who had reason to fear the restoration of law and order. After the exiled by the Brazilian government had ceased far the greater part returned to the United States, many of them to the West by the route of the Isthmus and the Pacific. A few who had taken up property and their families with them took up land and began farming. 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## THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet,  
the French packet of the 15th, and Royal  
Mail packet of the 24th, of the month.

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The recent action of the ministry gives a good idea of one phase of Brazilian parliamentary government. The decisive defeat of the ministry in the electoral reform project results simply in an adjournment of the legislature to next April. A reverse so decisive in another country would have resulted in the retirement of the ministry; here it has no effect. As the cabinet came into power solely at the will of the Emperor, it will probably remain there until he himself decides a change.

It is to be hoped that the General Assembly will lose no time in passing the civil marriage act, lest some serious trouble should fall upon the country. In one parish at least, in Pernambuco, this question of civil marriage is just now of far greater importance than that of electoral reform. As long as it lies within the power of the priest to annul marriages *ad libitum*, especially on the ridiculous grounds claimed by the Quipapá priest, just so long will there be trouble and vexatious questions arising. According to this Quipapá priest no marriage is legal in his parish unless he chooses to think so, and to make the case clearer he specifies all those as illegal which had been performed without previous confession, or public announcement, or open purse, or light of day, or one's own parish priest, or with the practice of a little deceit as to the amount of one's property. No one is legally married according to this new light. If the government accepts this conclusion, we are inclined to think that there will be some interesting inheritance suits up in Quipapá.

The new tax on passengers imposed by the budget recently passed in the General Assembly is promising to occasion no slight difficulties to the government in its enforcement. Like many other measures of its class, it looked very innocent at the outset, but its cloven hoof is now beginning to be displayed. A tax of twenty réis on every passenger carried on railway and tramway lines evidently seemed to the minister of finance to be a measure which would afford a large revenue and bear very lightly on the people. The means of collecting the tax, or its real effects, in the gross, on an already impoverished people never occurred to him. Let us examine the tax, not in theory and as a simple bagatelle of twenty réis, but in its practical effects. The people who patronize the tramway lines in this city make on an average over two trips a day. At two trips each person would pay a tax of forty réis a day or 1,456,000 a year. Some believe that the tax should be collected from the companies; that would be still more unjust. The fare on the majority of the lines in this city is one hundred réis—twenty réis means a twenty per centum tax on the companies, a tax so excessive and unjust that it practically means ruin. On the two hundred réis fares the tax would be ten per centum—still ruinously excessive. It is manifest that the government can not impose so unjust a tax on the companies, and as it is termed a "passenger tax" and the present fares are fixed between the companies and the government by agreement, it is manifest that the tax must be collected over and above the existing fares. This means new fares of 120 réis and 220 réis. But how will the tax be collected? Will a government official travel on every tram car, or will the regular conductors collect it? In

the latter case will the conductors be subject to the government, be practically government officials? It's a puzzling question, and the solution will be awaited with keen interest.

THE REFUSAL of the River Plate authori-

ties to permit the landing of the deported dealers in prostitution—which might have been expected at the outset—and the subsequent announcement that they would not be permitted to tread Brazilian soil, raises a very perplexing question upon which a little light is needed. These deported persons are now passengers on a French steamer engaged in a regular service between certain European, Brazilian and Platine ports. Supposing these men who are now refused the privilege of landing on this side of the Atlantic, are also refused the same privilege on the other. The supposition is not an impossible one; under the circumstances it points out a contingency which is perfectly just and defensible. Under no circumstance whatever has Brazil a right to unload her criminals upon other nations, and in this case where so much has been said about them and their nefarious trade, the attempt becomes simply insulting. Now supposing that these men are warned not to land either in France or Portugal—what is to become of them? They will be sent back to Brazil, as they should be; but Brazil won't have them. The myth of "The Wandering Jew"—in the plural number—will then become a living reality. Cast off by all men and denied even a resting place on God's footstool, these unhappy men will be doomed to wander to and fro on the Atlantic henceforth to the ends of their lives. More unfortunate than their mythical ancestor whose wanderings were not defined and bounded by official acts, these Semitic exiles will be doomed to one life-long voyage on the same sea—perhaps to one snemding physical revolt against the usage of the fickle winds and waves. And then, there is the *Equator*, condemned by this act to be henceforth a prison ship until death or shipwreck shall relieve her of this obnoxious charge. We see but one way out of the complication, and that is: let the Brazilian government buy this steamer, await the return of the other wanderers, ship them all for the high sea, and then scuttle the ship. We shall then have an end to a very questionable transaction all around.

It is gratifying to note that the minister of empire has called the municipal council of this city to an account for the various jobs and crooked acts of which it has recently been accused. The general character of the administration of this city has long been known, and has at times called forth protests from better men which neither the government nor the people ought to have forgotten. It has also called forth many a comment on its character and tendencies which have shown that there was both knowledge and appreciation of the various transactions which have from time to time formed a part of the municipal legislation of this city. During the month of October the minister addressed the city fathers no less than five times on these interesting subjects, in which were included the cattle job, the truck, or cart monopoly, and the *cortijo* abuse. On the 8th inst. the city council evolved a voluminous reply, in which its offended dignity and injured honor were exceeded only by its rhetoric. The good aldermen were grieved that Senator Silveira da Motta should characterize them in such harsh terms, and protest that they do not need to be told why the country is in a bad way.

not walk over their weighing machine. And the city was to have one-third of the proceeds! And as to those *cortijos* the city, authorities propose to do everything consistent with their views on humanity in general and hygiene in particular. What more can be asked?

ACCORDING to the commonly accepted opinion of the Brazilian planter, the emancipation of slavery is destined to produce a great crisis in the agricultural industries of this country and to deprive him of the needful labor without which his establishment can not be carried on. We are inclined to accept these conclusions and to emphasize the statement that a great crisis is imminent, and that through it the agricultural industries of the country are destined to suffer largely. But at the same time we can not accept the premise that this is owing to the emancipation of the slaves either as the sole or principal cause. There are other causes at work which are operating against the planter—causes which arise from unwise legislation and causes which are owing solely to the short-sightedness of the policy of the planters themselves. The belief that the freed slaves will naturally and necessarily abandon the plantations may be considered as one of the bases upon which rests the whole fabric of this impending crisis and of the measures taken to meet it. That it is not a necessary result of emancipation may be proved by the following figures, all of which are eloquent in behalf of the value and permanency of African labor when influenced and directed by wise legislation and generous treatment. In the crop year of 1865-6, at the close of the great civil war during which the slaves were given their immediate and unconditional freedom, the production of cotton in the southern section of the United States footed up to 2,228,987 bales; in 1870-1 this total was increased to 4,352,317 bales; in 1875-6 to 4,669,288 bales; and in 1878-9 to 4,811,265 bales, or 2,400,23,837 pounds, which is the largest crop ever produced. When it is considered that this result, this unprecedented crop was produced almost wholly through African labor, by men who were once slaves on the very same ground where they are now employed and paid as free laborers, the fallacy of the position taken by the Brazilian planter becomes strikingly apparent. In the United States it was also asserted that the blacks would desert their old homes, and that cotton production would die out because it could not be produced without servile labor. Fourteen years, however, have proved the falsity of this prediction, years in which the country has been struggling with the losses and evils of a great war, and with commercial and financial panics. If so marked a result can be obtained in so short a time in the United States, and in face of the other draw-backs just mentioned, what may we not expect in Brazil? We will not claim that the same results should be expected, for that would involve the presence and assistance of agencies which, though found in the United States, are either absent or impotent here. But we may claim that under similar conditions and in response to the same policy pursued there, the same results, in part, can be obtained here. To attain this, however, there must be a more liberal policy adopted toward the small planters, lower freight rates, easy and cheaper transfers of land, and, above all, the abolition of those ruinous export duties which are strangling every industry except that of coffee production. Besides, there must be pursued a wiser and more humane policy toward these blacks, through whose labor only will this new prosperity and wealth be attained. Brazil has a present estimated slave population of 1,200,000, of which fully two-thirds are employed in agricultural industries. This laboring force, to say nothing of the many whites and free blacks who now are either idlers or partially employed in the cities, is amply sufficient to meet all the demands of agriculture to-day, or in the near future. Under wise legislation and humane treatment, this element of labor, already acclimated and trained, can easily be kept on the plantations where it will serve to increase the national wealth and give greater security to the political and social institutions of the country. Turn adrift this class of laborers and the country will be simply increasing the number of idlers to consume its surplus products and to increase the insecurity of life and property through vagabondage and crime. The

Brazilian people may learn some day that it would have been cheaper, far cheaper to have employed these freed blacks, even at a loss, than to have turned them adrift. What the country needs is not Chinese labor, nor any other element which may serve to bolster up its weak-backed *grande lavoura*; it needs free and independent laborers who will have a personal and material interest in their labor. It wants men whose property rights and interests will furnish the motive for their industry; men whose ambitions and exertions will spring from the soil which they own and cultivate.

Just as we are going to press the cable informs us of the death of Robert Clinton Wright, Esq., who was the oldest and best known American merchant in Brazil. His high personal character, his rare social qualities, his thorough acquaintance with Brazilian affairs, and his unassuming conduct in all his relations of life, gave him a standing in this country which few men, if any, have ever attained. He left here only a few months since on a visit to his family in Baltimore.

## LEGISLATIVE NOTES.

—The extraordinary session of the General Assembly so happily begun on the 9th ult. for the special purpose of sanctioning the government project of electoral reform, has come to a speedy and an inglorious end. The Senate refused to pass the bill so decisively a vote that the government saw the utter hopelessness of urging the matter further at this time, and the Emperor therefore signed a decree on the 12th adjourning the legislature until the 15th of April next.

—The legislative work since our last report has been very limited, owing to the few questions brought before the Senate together. Up to the 12th inst., the electoral reform project of the government occupied almost the whole attention of the Senate. It became evident at the outset that the project could not pass, not only because of the opposition of the conservative majority, but also because of the opposition of nearly all the leading liberals. On the 12th the measure was put upon its passage to third reading and was lost by a vote of 30 to 10. The following liberals voted against it: Srs. Octaviano, Silveira da Motta, José Bonifácio, Nunes Gonçalves and Silveira Lobo.

—On the 8th inst. the committee on elections in the Senate presented a report on the Espírito Santo election, confirming the returns from 22 out of 24 parishes, and recommending the admission of the senator-elect, Conselheiro Christiano Benedito Ottoni. On the 11th the report came up for discussion, and was the subject of a most violent attack on the government by Senator Silveira Lobo. The report was still under discussion at adjournment.

—On the 10th inst. Senator Leitão da Cunha called the attention of the Senate to the action of steamship companies in withholding some of their steamers from outward calls at Brazilian ports because of their bad sanitary condition, and asked the government whether its representatives at European courts had entered their protests against this action. The senator evidently wishes to make it an international question and then get Bismarck and Salisbury to make it the subject of a little diplomatic fencing.—There has been just one session of the Chamber of Deputies since our last, at which the question of secularization of cemeteries and the northern and western boundaries of the empire were discussed. The sudden adjournment of parliament has fallen like a wet blanket upon the feeble deputies, whose enjoyment of life at court has been brought to an abrupt termination.

## PROVINCIAL NOTES.

—There were six steamers and eight sailing vessels in the port of Maranhão on the 27th ult.

—The receipts of the Bahia custom house during the month of October were 137,754\$06.

—A destructive hail storm occurred in the parish of Cambuí, São Paulo, on the 28th ult. Great damage was done in many places.

—According to the *Jornal de Notícias*, of Bahia, the residents of the parish of Victoria in that city have decided to dispense with the use of gas because of its excessive cost.

—The elections of deputies for the provincial assembly of 1880-81 in Matto Grosso, which took place on the 7th of September, resulted in favor of the liberals.

—The Piauhy correspondent of the *Diário Oficial* says that fevers and small pox are raging at Tarnáhy, Amarante and União; and fevers at Oléas, Picos, Jaicós, and Iherêzima.

—Sao Paulo is to have an association for the purpose of securing the services of a first-class opera troupe every year. The capital of the association will be 400,000\$, and the shares will be 200\$ each.

—A fight took place on the 19th ult. between some soldiers stationed at Piranhas, Alagoas, and a body of laborers on the Paulo Afonso railway. Two laborers were killed and two wounded.

—The receipts of the Cantagalo railroad during the month of September were 113,342\$09, as against 120,849\$704 during the same month of last year.

—The 24,146 boxes of kerosene which formed the cargo of the Italian bark *Attilio*, from New York, which put into Maranhão in distress, were recently sold at auction. The sales were 22,371 boxes for \$550 and 1,775 boxes at \$500.

—The epidemic of small pox at Tietê, province of São Paulo, is said to be making fearful ravages. The population of the place has been reduced to forty or fifty persons, fifteen of whom are seriously ill with that disease. The great part of the people are living on the plantations about the town.

—A fight took place at Cariry, province of Alagoas, on the 11th ult., between two proprietors and their followers. The occasion of the dispute was the ownership of certain lands. A son of Major José Gomes da Rocha was killed and several others were wounded.

—The minister of justice has informed the prosecutor of the Macapá district, Pará, in reply to an inquiry, that all offences committed in the neutral district of Anapá, between Brazil and French Guiana, are subject to the jurisdiction of whichever nation may capture the offender.

## LOCAL NOTES.

—The American packet *City of Pard* sailed from New York to this port on the 5th instant.

—The English packets *Liguria* and *Tamar* left Lisbon for Brazilian ports on the 5th instant.

—The budget of 1879-80 appropriates the sum of 1,66,400\$ for the imperial school.

—The budget of 1879-80 appropriates 57,200\$ for the National Museum, and 176,600\$ for the Vapenaria iron foundry.

—It is said that the corvet *Vital de Oliveira*, will set out on her voyage to China to-day. She goes by way of the Mediterranean and Suez canal.

—The amount appropriated for primary and secondary instruction in the municipality of Rio de Janeiro by the budget recently passed in General Assembly, is 1,009,047\$000.

—Under the budget of 1879-80 the Brazilian government is authorized to expend 1,173,331\$591 in guaranteed interest on railways, and 3,100,400\$000 as subsidies for steamship lines.

—The Senate committee has finally annulled the conservatives duplicates in the Espírito Santo senatorial election and approved the returns of 22 out of the 24 parishes. This gives Conselheiro Christiano Ottoni 146 votes out of a total electoral vote of 202. —Decree No. 7,326, of the 25th ult. concedes a ten years privilege to Antonio Fernandes Viana for the introduction of a new machine of his invention for burning coffee. It will be known as the "Brasiliador Paulista."

—The Visconde de Mauá has left the country because his commercial laws will not allow him to settle up his own affairs. After his gigantic success in trading, it certainly is a pity that he can not be trusted to administer what is left of his creditors' property.

—The Brazilian consul at Buenos Ayres says that "The Wandering Jews" sent from this city to the River Plate were sent back by the authorities, and the *Equator* was fined 500 gold dollars for bringing them. Seven of them were captured on shore, and kept in prison until the sailing of the steamer. Really, the question is becoming more and more interesting every day.

—The rains of the last two days have brought great relief to the suffering people of this city. The privations occasioned by the long drought are simply indescribable, and the rains have come none to soon. As we can not feel sure of a continuation of the rain, the authorities can not exert themselves too strenuously to make the long-needed connection with the new mains.

—On the 3rd inst., a holiday, the number of passengers carried on the Botanical Gardens and São Christovão tramways was 71,62. Under the new tax of twenty réis on each passenger carried, the receipts of the government on the travel over these two lines for the day specified, would be 1,425\$240. —The many thirsty mortals of this city who do not look upon the scarcity of water as a "favorable sanitary condition," will enjoy the delicate satire of Sr. Angelo in the last number but one of the *Revista Ilustrada* where he pictures a solitary inverted exclamation point drooping from a water tap in response to the speech from the throne.

—Sr. Lima Junior, of São Paulo, has written a poem on "Sodom and Gomorrah." The author is a fortunate man; he could n't have selected a better time for the publication of a poem on that subject. We trust that he has been discreet enough to stop just short of turning Lot's wife into salt, for if he has not the imperial treasury will be after him for the import duties.

—Three more of the persons accused of importing prostitutes were sent out of the country on the 7th inst., and two others at intervals since, making nineteen in all up to the present time. These persons were also sent to the River Plate, and the authorities can never very properly refuse to receive them they will undoubtedly return on the same steamer, and then sail for Europe.

—The earnings of the Brazilian submarine telegraph during the first half of 1879, according to a late report, were £5,083 13s. 1d. and the expenses were £13,542 14s. 4d., leaving a balance of £61,630 19s. 7d. Out of this balance, added to the amount of earnings not distributed at the end of last year, the board of directors proposes to pay a dividend of 2s. 6d. per share.

—The French packets leaving Southampton on the 5th of each month, and the Royal Mail packets leaving Southampton on the 30th of each month for the River Plate, will hereafter stop their outward calls at Brazilian ports, making the voyage between Lisbon and the River Plate direct. This is done because of the sanitary state of the Brazilian ports.

—The chief of police proposes to put a stop to all reckless driving in the streets of this city. The purpose is so manifestly good that everyone will wish his success. We trust, however, that he will not limit his labors to the kinds of vehicles, but—may we suggest it?—the various uniformed individuals who go galloping through the crowded streets as though a revolution had just broken out.



